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Hongkong, 26th April, 1909.

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The Daily Press.

HONGKONG, JULY 15TH 1909.

The news so far received respecting the events at the capital of Persia are too meagre to enable us to speculate with much profit on the chances of success for the Nationalist movement; but the fact that the Nationalist troops have been able to enter Tehran and remain there shows that the time has arrived when the barbarous autocracy of the SHAH must give place to a less cruel, less corrupt and more competent administration. The contest would be vastly simplified for foreign spectators if it were possible to regard the popular party as standing for a clear Constitution. But we have been told by the Press Correspondents in Persia that unfortunately there is too much evidence that the Nationalist leaders are "not all HAMPSHIRE of integrity," and that their conception of a Constitutional Government gives the phrase not much more than the value of a metaphor. Still, the circumstances under which the Nationalist movement came into existence in 1905 as a protest against the increasing popular misery and discontent with a corrupt and incompetent administration and an extravagant Court would seem to indicate that the general mass enrolled under the Nationalist banner are inspired by better and higher ideals, and, given the opportunity, they may, like the Young Turks, prove to be not so black as they are painted. Within a twelvemonth they had won from the SHAH the promise of a Constitution; and a National Council

or Consultative Assembly of 162 representatives of all classes excepting the peasant and working classes, was called into existence. But much internal disorder followed, for which the Parliament did not appear entirely free from blame. The SHAH in 1907 signed a new Constitution, limiting the sovereign prerogatives and ecclesiastical authority and granting liberty of conscience, of the person, of education, of the press, of association and of speech. But he broke his pledges and violently dissolved the Parliament. The result has been serious political unrest and some bloodshed. The power of the SHAH rests upon the Army and on money. If he loses the support of either, he evidently cannot for long delay the growing body of Nationalists. Further news from Persia will be awaited with eager interest. We have been made acquainted by Reuters with the fact that in anticipation of the march of Nationalist troops on Teheran, Russian troops had been moved from Baku to a point within reach of the Persian Capital. As, however, the telegrams tell us that neither the lives nor property of foreigners are in danger, there is no excuse at present for the active intervention of the Russian General. While England is deeply interested in the situation, there is—thanks to the self-denying clauses of the Anglo-Russian Convention negotiated a couple of years ago—no longer any cause for apprehending that the political turmoil in Persia will involve two great European Powers in a war. It can readily be imagined that the chaos which has prevailed in Persia, and especially in Northern Persia, during the past eighteen months would have offered strong temptation to Russia to attempt to gain complete control over those provinces. But the Convention has been a powerful restraining influence. Though it may be, as critics contend, at the time, that the sacrifices made by Great Britain in negotiating this agreement were excessive, and though it may be that the agreement in its many details unsatisfactory, it has in the short period of eighteen months been put to a severe test with eminently satisfactory results. Had the outcome of the political chaos in Persia been the military occupation of the northern and southern divisions of the country by Russia and Great Britain, respectively, results of terrible importance could have been anticipated. Certainly there is good reason to feel profoundly thankful for the existence of the Anglo-Russian Convention which enables the British public and the whole civilised world to watch the progress of the drama in Persia without getting into a ferment of anxiety.

The Siberian Mail of June 22nd was delivered in London on the 13th instant.

The Hongkong Rope Manufacturing Co., Ltd., announce an interim dividend of one dollar per share for the past half year.

The Directors of the Shanghai Land Investment Co., Ltd., have declared an interim dividend of 5 per cent. for the half year ended June 30.

The Tacoma Maru, which left Hongkong about ten days ago on her maiden trip across the Pacific, caused some anxiety at Shanghai by her belated arrival. The delay was due to fog.

The first sitting of the Commission appointed to consider the delimitation of Macao takes place at 1.30 o'clock this afternoon at the residence of Mr. J. J. Leiria, Consul-General for Portugal. The proceedings will be private.

Owing to the boisterous weather yesterday afternoon, the water polo match between the Bufts and the 83 Co. R.G.A. was postponed. The fixtures for this afternoon are V.R.C. v. L.R.C. and 88th Co. R.G.A. v. Royal Engineers.

The Chinese Government intends, it is stated, to recommend H. E. Tang Shao-yi to be Commissioner of Financial Reform, so that he can help the Board of Finance to readjust the national finances and carry out the currency reform, which does not admit of any delay.

The Chinese Public Health Department has come to the conclusion that the cause of many diseases is in most cases traceable to the kerosene lamps used in the roast meat shops and fruit stalls, and has requested the police to order the proprietors of the shops to use foreign lamps with chimneys in future.

It is observed by Tokyo newspapers that Queensland has ceased to have treaty relations with Japan. She duly adhered to the Treaty of Commerce between Great Britain and Japan concluded in 1894, but in consequence of her inclusion in the Commonwealth it became necessary for her to give notice of the termination of her adherence. The term of this notice expired on June 30.

A Chinese and Foreign Commission is at work in Tientsin endeavouring to find a remedy for the present unhealthy commercial conditions at that port. It has already held three meetings, but the death of Viceroy Yang, under whose auspices the commission was formed, has in the meantime checked its activity. It is believed, however, that the new Viceroy will forward the work of the Commission.

To stowaway on board ship and reach the desired destination and then be brought back to the starting place is a rather bitter experience. Such was the experience of three Chinese who stowed themselves away on board the *Gymeric*. They were discovered before the vessel reached America and were brought back to Hongkong. Yesterday Mr. Hazell, before whom they were placed, ordered them to pay a fine of \$100 each or go to prison for three months.

It is surprising how hardy some Chinese are. One man, an assistant on the German steamer *Deaconess* had the misfortune to be hit on the head with a hammer by another Chinese on board, but it did not crack his skull or end his life. It only entailed a temporary visit to the hospital. The blow may have been a light one, but it was none the less intentional, as one of the men held him while the other hit him over the head with the hammer. The assailant was fined \$10 at the Magistracy yesterday.

A Wellington Street goldsmith informs the police that a Chinaman dressed in European costume and without a queue called at his shop and ordered a gold cash value \$6.80, which he asked to be sent to the Chinese church in Wellington Street. It was accordingly sent by a foki, who on arrival at the church handed up the gold cash and was asked to wait outside. After remaining there for two hours he became tired and made inquiries which elicited that the man went out by the back door and disappeared.

Inspector Kerr prosecuted a Chinese for uttering counterfeit coin at the Magistracy yesterday and secured two convictions against the man. His method was to go to a house in Ship Street, engage a room and tender a five dollar bill in payment of the dollar bargain money. Then he would find some pretext for quarrelling and asking his bill back. He then returned four dollars in spurious coin. The fraud was discovered after he left and two women went after him and arrested him, afterwards handing him over to the police.

## TYPHOON TOPICS.

Yesterday Hongkong did little more than think and talk of typhoons. That the warning signals should have been hoisted on Tuesday evening, so soon after the passing of the previous typhoon which had been hanging round our vicinity for several days, was of course no surprise, but the excitement which the warning occasions was very apparent yesterday morning. By that time the harbour was practically clear of all the smaller craft. The sampans and junks had early sought shelter and most of the launches had also found a place of safety. Those that did stay behind were stripped of their awnings and were prepared for the fierce squalls that blew during the forenoon. The ships of war and the few steamers that anchored in the harbour had all steam up and were ready for the worst.

About four or five o'clock yesterday morning the wind had increased in force and there were indications of the near approach of a typhoon. Heavy showers of rain preceded the violent gusts, and the weatherwise made all arrangements against the dread visitor, which it was expected would be here in the course of the day.

However, these prognostications were not fulfilled. Though the white horses came dashing through the Lyceum Pass, and violent squalls created an uneasy feeling that they were but the harbingers of the typhoon, the real storm passed the Colony. Shortly before noon the signals were altered showing that the typhoon had changed direction and was then to the south of the Colony. Gradually the gusts abated, the heavy showers became less frequent, and by three o'clock a calm had followed which gave rise to the hope that before nightfall the signals would be taken down and Hongkong could sleep in the knowledge that once more we had escaped the terrible visitant.

But hope fell like the barometer. Between five and six o'clock the squalls started afresh, being followed by heavy showers of rain. A red flag fluttered from the wharves of the Star Ferry Co., while the notice boards on either side of the harbour warned passengers that unless the weather abated the ferries would cease to run after eight o'clock. The "green, red green" signal, indicating that a typhoon was within 300 miles of the Colony, was showing at a late hour last night.

Naturally the fear of the typhoon interfered very materially with business on the water. The work of loading and discharging could not be carried on in the absence of lighters, and even the C. P. R. steamer *Monticlay*, experienced a little delay in getting her passengers on board. Both the German mail and the P. and O. intermediate steamer *Syria*, which came in during the morning, escaped the typhoon, but they did not run any risk of being fouled by drifting vessels in the harbour and instead of going to the wharf they proceeded to Kowloon Bay where they sheltered for a time.

## FRENCH NATIONAL FETE.

The French tricolour, which was much in evidence yesterday, drooping in showers of rain or fluttering in typhoon squalls, served to remind us that the day was the great French holiday. French firms in the Colony were closed to business, and local citizens of La Belle Rancee fittingly celebrated the occasion. The usual reception by M. Gaston Liebert, the Consul for France, was held at his residence, 15, Peak Road, where he received members of the French community between 9.30 and 11 a.m., and British officials and foreign colleagues between 11 and 12.30 p.m. Captain Mitchell-Taylor called to offer the congratulations of H.E. the Governor, while there were many official callers and numerous visits from prominent civilian residents. From four o'clock in the afternoon until seven, M. Liebert was "at home" to all callers, but the expectations of a typhoon detained many who otherwise would have been pleased to attend.

## TELEGRAMS.

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## JAPAN AND KOREA.

A NEW DEVELOPMENT.

Tokyo, July 14th.

The rumours which have been emanating from Seoul, have culminated in a memorandum being signed by Viscount Sone and Mr. Yi, the Premier, placing the Army and the Courts of Justice under the Japanese.

The agreement was the outcome of a conference between Prince Ito, Viscount Sone, Mr. Yi and Mr. Pak, the Home Minister, on Saturday.

The coup was unexpected, and has provoked unrest in Seoul.

The houses of prominent officials are being guarded by the police.

[REUTERS' SERVICE TO THE "HONGKONG  
DAILY PRESS."]

THE NATIONALISTS VICTORY  
AT TEHRAN.

SAH EXPECTED TO SEEK REFUGE  
IN A LEGATION.

LONDON, July 14th.

Reuter's Correspondent at Teheran reports that the Nationalists entered Teheran by three gates at five o'clock in the morning.

The Shah's Cossacks are occupying the Central Square.

Vigorous street fighting occurred in the northern part with bands of Nationalists, who, with the patrol, were keeping order.

The Shah is momentarily expected to take refuge in a Legation.

The British and Russian banks have not been touched and there has been no danger to the lives or property of Europeans.

## COMPULSORY SERVICE.

REJECTED BY THE LORDS.

LONDON, July 14th.

The House of Lords has rejected Lord Roberts' Bill providing for the compulsory service of the Territorials by 123 votes to 103.

Lords Milner and Curzon supported the Bill and Lords Crewe and Lansdowne opposed it.

JAPANESE ROYAL VISITORS  
ENTERTAINED.

LONDON, July 14th.

The Lord Mayor of London entertained T.I.H. Prince and Princess Kuni to lunch.

The Japanese Ambassador and Madame Kato, and a distinguished company were present.

## THE MULTIPLICATION OF MILLIONS.

The incorporation in the United States during May of railroad, industrial and other companies having a capital stock of \$253,459,900 gives an idea of the wonderful commercial expansion of the country. Incidental testimony to the same effect is furnished by the speedy absorption by investors of the \$10,000,000 issue of preferred stock put out by a new dry goods combination, E. H. Harriman and a newspaper man who indicated him about the report that he was going abroad to dispose of \$150,000,000 of bonds. "I wouldn't have to go out of this house to do that in half an hour."

This is truly a billion-dollar era. Where the last generation figured in millions, the common multiple of the present-day business world is \$100,000,000. To what lengths is the multiplication of millions to go? Estates of \$1,000,000 have dwindled by comparison to modest competencies. At the present rate of increase the "swollen fortunes" of to-day may to-morrow excite no public concern, being dwarfed by the greater hoards heaped up and reduced to negligible consequence in the light of the graver problems in the regulation of capital which may then be expected to demand attention.—*New York World*.

## A NEW RUDDER.

A new ship's rudder has been tested on motor-boats with very satisfactory results. The rudder, according to the *University Correspondent*, is made in two hinged halves which when extended (like an open book) form a complete circle. When shut (like a closed book) the wings act as an ordinary rudder; but when they are open the corkscree action of the propeller, instead of forcing the boat forwards, throws the water back on to the flat surface of the rudder which acts as a brake. In this way the boat can be brought to a standstill with the engines still racing full speed ahead, and if the helmsman on the rudder be brought still further round on their hinge, so as to incline towards the sides of the vessel, the latter begins to move astern with the propellers still working ahead.

## SUPREME COURT.

Wednesday, July 14th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ  
(PUNISH JUDGE).

A BROKEN AGREEMENT.

Jackaria Alimahmad sued Omar C. Moosa to recover \$274.18 due in respect of salary and travelling expenses under an agreement of service whereby the plaintiff was engaged by the defendant for a term of three years from September 17th, 1906. The salary had not been paid, and the defendant was dismissed.

Defendant paid \$61.82 into Court in satisfaction of balance of the wages, and counter-claimed \$540 for damages sustained by plaintiff's breach of contract.

Mr. Reader Harris (of Messrs. Wilkinson and Grist) represented the plaintiff, and Mr. F. X. d'Almada e Castro (of Messrs. Almada and Smith) appeared for the defendant.

Mr. Harris, in opening, said this was an action on a service agreement. The plaintiff was engaged by the defendant for a term of three years, and was dismissed before the end of his agreement with certain wages owing. Under the agreement defendant was to pay the cost of plaintiff's journey from Bombay, and should he dismiss him before the termination of his agreement, he was to pay his return and part of his salary. After the dismissal of plaintiff on April 5th he asked for his salary, and was advised to return next day. He went back continually after that, and was always put off.

His Lordship—Does this agreement expire by effluxion of time, or is it terminated?

Mr. Harris—No, the defendant put an end to the agreement.

Mr. Almada—That is the plaintiff's case. We deny it.

Mr. Harris said the plaintiff went to Macao on the 19th ult. to have an interview with J. C. Moosa, the brother of the defendant. This Mr. Moosa made certain offers, which plaintiff subsequently declined.

Plaintiff was then called to the witness stand, but objected to the Court interpreter on the ground that he was a friend of the defendant. His Lordship upheld the objection, and after a short discussion it was agreed that Mr. Mirza, the Puisse Judge's clerk, should interpret.

Plaintiff then told the Court that he was discharged for refusing to write an apology because he returned home late one night.

Defendant's partner told the defendant he ought to dismiss plaintiff if he did not apologise. Defendant subsequently gave him formal notice of dismissal, and witness received five months' salary. He declined to accept this in full settlement, so defendant told him to go to No. 4, Old Bailey next evening and they would discuss the matter there. Witness went to No. 4, and found the defendant with a Miss Alice Caroline. Defendant asked him what he intended to do, and witness said if he did not get all his money he intended to take out a summons. The American girl asked him why he wanted to summons the defendant. She said he was "hard up," and advised plaintiff to wait. When he went to Macao J. C. Moosa asked him to work there, but he refused.

In cross-examination witness denied being insolent to Olarkia (one of the partners), and said it was not on that account that he was asked to apologise. Plaintiff did not tell the defendant that if he went to Macao his (the defendant's) brother would put him in jail. Between April 6th and 18th he did not go to defendant's shop, and was not asked to complete his contract at Macao.

This closed the case for the plaintiff. Defendant said he engaged the plaintiff through an agent in Bombay. Up to 30th October last he (the witness) had carried on business on his own account; since he had formed a partnership. The reason of the complaint preferred against the plaintiff was because, when told by another partner that he had to be in at ten o'clock at night, he said he had only one master, and would not take orders from others. On the following night, plaintiff stayed out all night.

When complaint was made to witness, he called the plaintiff before him, said they did not want an insolent assistant, and paid him off. Then he told plaintiff in a friendly way that he could go to Macao to finish his agreement. Plaintiff, however, declined, saying that defendant's brother would lock him up. Witness told him that if he did not go he would enforce the agreement. In consequence of defendant's refusal he had to engage another assistant. He never at any time told the plaintiff to meet him at No. 4, Old Bailey.

Cross-examined—What right had your partner to give orders to the plaintiff?—They had the right.

Did they take over the service agreements?—Yes.

What steps did you take to enforce the agreement?—I was waiting to see what steps he would take. I think he would have gone if there had not been an instigator.

Do you know Miss Alice Caroline?—I don't know her at all.

Ever heard of her?—Never.

You've never been in No. 4, Old Bailey?—Not as far as I remember. I always send my assistants to take goods out.

Have you ever been there when you don't want to take goods?—No.

Mr. Harris said he wished to drop his claim on the agreement, and asked his Lordship's permission to amend the writ.

His Lordship—The case you are proceeding on is not the case the defendant had to meet. Now you say there is no agreement.

Mr. Harris—It is only the evidence we have heard in the witness box that told me there was no agreement.

His Lordship—Your client would know that. Mr. Harris—He did not.

His Lordship—If the agreement has gone, then the counter-claim falls with costs.

Mr. Almada—The plaintiff in this action ought to be non-suited with costs, and no judgment ought to be given on the counter-claim. The plaintiff stood all along on the agreement. I stood my counter-claim on the agreement, and I am entitled to judgment on the counter-claim.

His Lordship—If the agreement stands.

Mr. Almada—Yes, and to such damage as your Lordship thinks I am entitled.

His Lordship reserved judgment.

## THE BUDGET.

LORD ROSEBURY AND THE BUDGET.

Lord Rosebury has addressed the following communication to the Press:—There is one aspect of the Budget, and that the most important, which I have not seen noticed; I mean the light which it throws on our Constitution as at present understood and enjoyed.

This is not a Budget, but a revolution; a social and political revolution of the first magnitude. It is obviously intended as one, it is one on the face of it. To say this is not to judge it, still less to condemn it, for there have been several honest and successful revolutions. I am not now concerned with the merits of this one. But the feature of the case which impresses me most is this. It will be effected, if it is effected, without the participation of the country, without the country, indeed, having the least pretence of a voice in the matter. It will be carried out over the heads of the people by a majority in the House of Commons, without the faintest desire or attempt to ascertain the views of the people on the vast changes projected. British citizens will have no more control over them than if they were Tartars or Lapps.

There is no referendum here. A powerful Government does not, naturally, seek a general election. The only indications of public opinion which we possess are the verdicts of fortuitous by-elections, which, whatever their value may be, indicate no special eagerness for revolution. So that the boasted freedom of our Constitution has really come to this—that the most sweeping changes may be carried out by a Ministry of great numerical backing in the House of Commons without the nation having, or ever having had, or hoping to have, a voice in the matter before it is decided.

We, if we have votes, elect our rulers for six years amid the tumult and confusion of a general election, which usually turns on the merits of the Government which has been in office during the previous Parliament. It is, as a rule, determined to try new managers, and give a lease of power to a new Government. When that is done we have nothing to do for the next five or six years but sit and see what our rulers are doing.

Surely the country must begin to see that there are vast flaws in the Constitution, and that the absolute rule of a party in power differs very little from the absolute rule of an individual, which is what we used to call despotism?

If not, the nation must have changed its character, and its liberties have been replaced by an apathy which is a sinister if not an alarming symptom.

## THE FALL IN SILVER.

EFFECT ON AMERICAN EXPORTS.

The serious check to American exports to the Orient, resulting from the great fall in the silver exchanges last year, says the Ottawa correspondent of the *Times*, is attracting increasing attention on the Pacific coast. A "fair exchange league" has been organized at Ottawa to keep the issues before the Dominion Parliament, as Canada is equally affected. The league advocates the adoption of the Goschen plan of 1891, jointly by the British Empire and the United States, with open mines in India as before 1893. The new movement has secured the qualified approval of Mr. J. J. Hill, president of the Great Northern Railroad, who is now in Canada. In a short statement, the publication of which Mr. Hill has authorized, he says:—

We must await the proposals of the Monetary Commission at Washington. The silver problem is full of difficulty, and I wish it were possible to ignore it. Our Commerce in Asia was, however, that of the present rate of the silver exchange. Asia has ceased to import American wheat, flour, or lumber, and that the Shanghai merchant, who 18 months since bought a sovereign or five gold dollars with five taels, must now pay nearly eight taels. The result is disaster. He no longer buys.

## RARE ANIMAL.

FIRST TAKEN TO REACH EUROPE ALIVE.

The Zoological Society has just received and placed on exhibition at the gardens in Regent's Park London, a fine young specimen of the takin, which, next to the orang, is the rarest and least known of the ruminants. The takin comes somewhere between goats and antelopes.

Takin are heavily built and powerful animals. An adult male stands three and a half feet high at the shoulder. They are thickly clad with long and coarse dark-coloured hair, which forms a thick fringe round the neck. Very little is known of their habits as they are natives of the highlands of Tibet, and have been seen by very few white sportsmen, while no example has hitherto reached Europe alive.

Several years ago a single specimen was captured, after killing one hunter and wounding another. It was taken to India, but died as the result of eating acacia, and its skull and skin were sent to the British Museum. The animal which has now reached the Zoological Gardens was captured by the Maharajah of Bhutan's men in North-West Bhutan. The British India Steamship Company made special arrangements for its care on the sea-voyage, and it has reached London apparently in good health.

## LATEST STEAMER MOVEMENTS.

The C.N. Co's str. *Ben* left Manila on the 13th inst., and is due here on the 16th inst.

The H.A. Line str. *Saxonia* left Singapore on the 13th inst. at noon, and may be expected here on or about the 19th inst.

The Chargeurs Reunis str. *Amiral Fourichon* from Europe and ports of call, left Singapore on the 13th inst., and is due here on the 19th inst.

The Shire Line str. *Carmathenshire* left Singapore on the 14th inst. at 10 a.m., and may be expected here on the 19th inst. p.m.

The Indo-China str. *Kidang* left Calcutta for this port via Straits on the 12th inst., and may be expected here on or about the 23rd inst.

The C.P.R. str. *Empress of China* left Yokohama on the 13th inst. at noon for Victoria and Vancouver.



THE SHANGHAI DOCK AND  
ENGINEERING CO., LD.

## ADVISED TO "WAKE UP"

SHAREHOLDERS DECLINE TO FOLLOW THE  
HONGKONG DOCK CO.'S EXAMPLE.

At the annual meeting of shareholders of this company last week, Mr. MORGAN PHILLIPS said he wished to refer to the company's position, and more especially to the question of management, which, in the view of a large number of shareholders, was not satisfactory. He would tell how he became a shareholder, as he thought it pointed a moral. A few years ago he proposed to make the first investment in his life, in stocks and shares, and he consulted a friend who was a stockbroker. The gentleman highly recommended Dock—then known as Farnham's—saying that the quotation was low, and that he hoped they would move up to a higher price. The contract was made at Tls. 267.50, amounting in all to Tls. 2,675. Since that day the shares had not reached that exalted and heavenly plane which his friend had suggested at the time. He feared that they would not do so in his or the Chairman's lifetime. His first venture was fifteen shares at something like Tls. 200, and his next was about four years ago, when some of the keenest business minds in Shanghai were in for the purchase of Dock shares, and the price was then Tls. 150. He bought fifty at Tls. 156.50. Since then they had declined in value, and without doubt the property was over-capitalized, but he saw no reason at this time why the shares should not be worth Tls. 150, instead of the miserable Tls. 80 at which they stood on the market at the present day. It was the opinion of a great many shareholders that the decline was due to inefficient management. He was not going to criticize the accounts in detail, as his objects were constructive, not destructive. In 1906 the net profit was Tls. 410,000, in 1908 Tls. 300,000, and this year they were 212,000. The economies in the expenses of the directors effected in 1907, amounting to Tls. 88,000, ought to have enabled them to make large profits this year. He asserted that the management conducted its affairs on the old lines of little competition and huge profits, and that it could not accommodate itself to new ideas and new conditions. There was no great Taisook Dock, no Hongkong Dock, no Swire, no Butterfield and Swire, no Messageries Maritimes, no P&O, no Kiangnan Dock, and similar enterprises were springing up, such as the Vulcan Iron Works, and the New Engineering and Shipbuilding Co. He thought that the establishment of the last business was the greatest reflection upon their own business that could possibly be made. The mere fact that it should be started in these depressed times, and apparently so successfully to compete with their own docks, which were of such long standing and preponderant position, should have been impossible, and reflected upon their management. Work which should come to their company was going elsewhere, as ship-owners did not remember with gratitude the days when the work had to go to Farnham, Boyd's. The tendering of the company was inefficient, as was shown by the fact that its tenders for four tug-boats, for the Haikow Conservancy were not even considered. The shareholders also complained that there was complete lack of enterprise and activity in meeting altered conditions. If there was not much shipbuilding work it should turn its attention to other fields of engineering, such as the railway. Large quantities of railway material, and wagons were being delivered in Shanghai, which only required to be made up in Shanghai, and if the company could make it up there would be an immense saving of freight. In conclusion, Mr. Phillips said that what he did not want the management to "wake up and do something, and do it well, and do it magnificently, and do it with a vengeance, and do it with a vengeance."

The CHAIRMAN (Mr. J. PRENTICE) said that the Directors were to Mr. Phillips saying that they were perfectly satisfied with the management of the company. If the work was not in the port, how could they get it. Without fear of contradiction he said that the other people, and ships did not go past them so much now. Mr. Phillips had spoken about the Yangtsepo Dock. He considered that they had a great deal of courage to build such a dock when the Dock and Engineering Co.'s docks were empty for half the year. Before saying that it was a great success Mr. Phillips should wait until the end of the year.

Mr. PHILLIPS—I hardly said it was a great success. I said "it was not a success." The CHAIRMAN said that with reference to the four tug-boats tender was out because they had not sufficient freeboard. The specification gave no freeboard and no beam. If they had been treated as the Kiangnan Dock was treated, they would have been told—"You have put too little freeboard; give six inches more freeboard." Forty-five tenders were sent in and their price was fifth or sixth. Some of the tenders were cut out because they were too narrow, others too wide, although according to the four tug-boats tender was granted. As to the Taisook Dock they could not feel the influence of that dock more this year than they did last, because most of the ships did dock in the South. If trade revived—they knew that trade had been very bad and people were not putting in ships to dock this year—they would get their share of it. As regarded the management, they made a suggestion to shareholders that an expert should be got out from home to give a report on the management. Mr. Phillips said that he asked why they did not launch out in the direction of railway material. They tendered for the bridge on the Tientsin-Pukou Railway and their was fifth or sixth. It was a big contract. They did a good deal of constructional work. He did not think that it would pay anyone out here to go in for wagon making, but they could make wheels or axles by hydraulic pressure and they were just as far ahead in this as anyone else. Did Mr. Phillips suggest that they should go in for locomotive building?

Mr. PHILLIPS said that he did not think that. But railway wagons were sent out here to be made up. The CHAIRMAN said that they could easily do that, but did not get an opportunity. All these wagons were put up by the railway people. If there was anything going there were after it, if that he could assure the shareholders. The expert from home would cost £21,200 to £1,500, and it was for shareholders to say whether they wanted to spend that money or not. The Directors were quite satisfied, but it was for the shareholders to decide.

Mr. PHILLIPS said that he would like someone else to speak on that. Probably an expert coming out here would be completely unacquainted with local conditions. The CHAIRMAN said that they proposed to get out the same sort of man as they got out for Hongkong.

Mr. KING said that if an expert like that was to come out and report on this property he would ruin it. He would look at it from the point of view of one accustomed to modern machinery

and modern shipyards, and if such an expert should report of this company he would ruin it. The CHAIRMAN said that they had a Mr. Lane on the other day.

Mr. KING said that Mr. Lane did not enter into the question of the management at all. He spoke very highly of the stock, its usefulness and value. He also spoke very highly on the shops and yards. As to work there was no work for him to see.

Mr. KING replied that he knew Mr. Lane and he was not accustomed to new things like the man about whom Mr. Prentice spoke.

The CHAIRMAN—I don't suppose we are equal to John Brown and Co.

Mr. HOGG was of opinion that it was inexpedient to have such an expert out from home. Reform did not begin at that end. This enterprise needed to wake up and what was required was that business should be sought which did not come without seeking. The CHAIRMAN had harped on shipping, shipping, shipping, which came into the dock and sought to be docked. They had to look for business when shipping did not come to them. Such business existed and he emphasized the words of Mr. Phillips and told them to "Wake up, Wake up." The business had been dwindling since the liquidation, at which time he was told that if certain things were not done the business would crumble, and the words of the man who said this were coming true.

The CHAIRMAN—We have waked up; in fact we have never been asleep. (Laughter.) If any of our shareholders will tell us where the work is we will get it.

Mr. HOGG—it is not for us to tell you, it is for you to get it.

Mr. KING said that he had a good deal to do with the obtaining of the tender for the Haikow boats and they sent a man there to see the conditions on the bar. They did not get any further facilities or opportunities than the Dock Co. facilities or opportunities than the Dock Co. facilities or opportunities than the Dock Co.

The CHAIRMAN—The meeting decides not to have an expert out from home. As there were no further remarks the following resolution was put: Proposed by the CHAIRMAN, seconded by Mr. MARSHALL: That the Directors' report and statement of accounts made up to April 30 last as presented and circulated be adopted and passed, and the Directors be authorized to pay a final dividend at the rate of Tls. 2.50 per share to the shareholders on the register at date—This was carried.

The following resolutions were then put and carried nem. con.: Proposed by Mr. CRADDOCK, seconded by Mr. HUTCHINSON: That the election of Mr. H. J. Craig as Director of the Company be confirmed.

Proposed by Mr. YOUNG, seconded by Mr. ROBERTSON: That Messrs. D. Landale, J. Prentice and H. A. J. Macray be re-elected Directors of the Company.

Proposed by Mr. HOGG, seconded by Mr. WIRE: That Messrs. J. E. Bingham and F. N. Matthews be elected auditors of the Company for the current year.

A vote of thanks to the Chairman, proposed by Mr. YOUNG, concluded the meeting.—N.C. Daily News.

THE PASSION FOR ROUN  
NUMBERS.

Speculation is busy with the value of the Rogers estate. There are no authoritative figures announced. The reports, as well as other things, indicate large property holdings. Mr. Rogers early developed talents for business, prospered in all his undertakings, worked hard, and lived to be an old man. His place was with the great captains of industry who, under our favourable American conditions, have piled wealth pretty high.

When such a man dies, the public, long familiar with his name and stories of his exploits, must have an estimate at least of what he has left. It expects a big sum, and is never disappointed. Those who preside over such business are always generous in the allotment of wealth.

In the case of Mr. Rogers the estimate is accredited to Wall Street. He operated in that quarter, and was a power there. Who should know so well about the matter as those with whom Mr. Rogers associated?

And yet Wall Street allowed itself a margin of \$25,000,000. The approximate given out is from \$30,000,000 to \$75,000,000. The amount, though, is not likely to fall below the former, but may rise above the latter figure.

What a people we are for round numbers! We toss them up as a juggler does his little painted globes. We say of a rich man that his wealth is anywhere from \$100,000,000 to \$200,000,000. An anti-imperialist will tell you that the Government is wasting hundreds of millions every year in the Philippines. A politician impatient for a vote on the tariff bill will tell you that the duty in Congress is costing the country \$10,000,000 daily. A reformer of socialistic tendencies will tell you that less than 100 men control the business fortunes of the whole country. And so on. Always the top figure for the wealth estimated, and the bottom figure for the number of those amassing it.

Much of our popular discontent is rooted in these exaggerations. They enter into political campaigns, and are fired with confidence by reckless spellbinders at meetings composed in the main of men without the time or the means to investigate them.—Washington Star.

THE NATURAL VOICE AT DIVINE  
SERVICE.

The Bishop of Birmingham has issued the following suggestions, and asks his rural deans to bring them before their chapters and conferences, and to report before the end of the year:—(1) It is desirable that all prayers said in the choir or in the pulpit should be said, and responded to with an amen, in a natural voice without any organ. (2) At choral morning and evening prayer the introductory portion (before the opening versicle, in "O Lord, open thou") should be said by the minister, and the Confession and Lord's Prayer should be joined in by the people in a natural voice or on a very low note without any organ. (3) With due regard to acoustic necessities, the prayers after the third Collect should be read by the minister, and responded to by the people in the natural voice without any organ. (4) Inasmuch as the services of morning and evening prayer have an introductory part, which is intended to be introductory, it does not seem desirable ordinarily to sing any opening hymn before this. (5) In all cases of versicles or petitions with responses, or prayers with answers, the minister should (in respect of singing, monotony, or saying) as far as possible do so in the people and choir, if the response be inflected or monotoned so should the versicle or petition in the Litany. (6) In choral celebrations of the Holy Communion there are parts which should be said and sung; amongst them the Invitation, Confession, Absolution, Comfortable Words, and the Prayer of Humble Access. (7) The clergy are responsible for the selection of the hymns, and should be careful to choose them so as to harmonize with the authorized service or with the sermon.

"THE MARINE GRAVEYARD OF  
THE PACIFIC."

Much interest has been aroused in Victoria (B.C.), regarding the reports of the finding of the wreck of the long-lost ship-of-war *Condor*, which foundered with her complement of 140 officers and men, under command of Captain Salter, during a heavy gale of December 3-4, 1901. There is scant proof, however, says the *Times* correspondent, that the lost warship has been located. It seems that Mr. Harvey, a settler at Long Beach, situated between Udelist and Clayoquot, on the west coast of Vancouver Island and open to the Pacific, noticed that the waves broke at a distance of a mile and a half south from his ranch where they had never broken previously. He noted this first four years ago. Afterwards wreckage of various kinds, some of which bore the Admiralty mark, was washed ashore near his ranch, and a few weeks ago a spar repaired with copper after the manner of work done by naval men was found. About this time Mr. Bonycastle Dale, a naturalist who had been visiting the locality, questioned Mr. Harvey, who had never made public the news of his find. On his return to Victoria Mr. Dale put forward the theory that the hull of the *Condor* was the object over which the waves were seen to break off Long Beach. Since then the vicinity has been carefully patrolled, but nothing further has been found ashore. Investigation to prove or to disprove the theory can only be made from the sea on a calm day at low water, and no investigation has yet been made. It was near this place that the lost *Condor* was found in 1902, by his Majesty's *Albatross*, and the United States revenue cutter *Grand*, which were sent to patrol the coast when the reports arrived that the *Condor* was missing.

"The west coast of Vancouver Island has been called 'the marine graveyard of the Pacific.' A wreck chart shows two scores of wrecks between Victoria and Clayoquot, some few of which still remain, broken monuments of disaster, on the island coast. How many vessels were lost, and the coast was soiled by the wreckage, scarcely speculatable. The Indians tell stories of Japanese junks lost long before the white man came, and there is a partially buried wreck near the Columbia River from which cubes of wax marked with Roman numerals have been dug—a mystery nobody has solved. Coins and other things Japanese have been dug out at various points, and there is strong evidence that Indians of the Vancouver Island coast are the offspring of Japanese, or at least of mixed blood. The first record of a wreck of a Japanese ship was made in 1852, when a Japanese vessel was wrecked on the coast of the United States. Since that time there have been many wrecks; the *Dominion*, *Calicut*, *Baru*, *Andara*, *Bertha*, *Cape Wrath*, and many others have long since been posted at Lloyds's as missing, and excepting in the case of the *Dominion*, the names of which were found, there was nothing but circumstantial evidence on which to base the theory that the Vancouver coast was the scene of their fate.

## THE CONTRACT FOR RADIUM.

In amplification of a recent *Reuter's* telegram we take the following from *The Times*:—An ascertained commercial quantity of 24 per milligrammes (equivalent to £14,000 per ounce) has been placed upon radium by a contract just entered into between the British Metallurgical Mines (Limited) and Lord Iveagh and Sir Ernest Cassel for the supply of 7½ grammes (rather more than a quarter of an ounce) of pure radium bromide.

This very large order for radium will be supplied from the above named company's mine near Grandpound Road in Cornwall. In the short history of radium there has never hitherto been known any greater order than a gramme. The first record order on the large scale will therefore be supplied from the British sources from which several of the smaller orders have already been supplied.

Messrs. Bachelier and Co., of Brunswick, will produce the radium from the Cornish pitchblende under the superintendence of Professor Giesel, their chief chemist. The 7½ grammes of radium referred to are to be presented by Lord Iveagh and Sir Ernest Cassel to the Radium Institute, for the formation of which they have already contributed very large funds. The Radium Institute, which will be under the official direction of Sir Frederick Treves, is expected to be ready to receive patients suffering from cancer about the end of the present year.

## WEATHER REPORT

The Hongkong Observatory yesterday issued the following report:—

On the 14th at 2.00 p.m.—The typhoon centre, which is moving towards West North West, has passed to the Westward of Aparri, N. coast of Luzon, and is about to enter the China Sea.

At 5.15 p.m.—Red South Cone and Drum hoisted.

On the 14th at 4.15 a.m.—No. 2 night signal hoisted.

At 5.00 a.m.—Black South Cone and Black Drum hoisted.

At 11.00 a.m.—The barometer has fallen moderately in Hongkong, and risen quickly in Aparri.

The typhoon has moved rapidly, at about 20 miles per hour, towards W.N.W. since yesterday, and is now situated to the Southward of Hongkong in from 19° to 20° Lat.

Pressure has increased considerably over N. China, and the high area remains in the Pacific to the South of Japan.

Moderate S.E. winds may be expected in the Formosa Channel and cyclonic gales along the S. coast of China.

Black South Cone hoisted.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.08 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood { E.N.E. to S.E. gale; squally; showery.  
Formosa Channel { S.E. winds, moderate.  
South coast of China between { E. to S.E. winds, strong.  
Hongkong and Lameo { S.E. winds, strong.  
South coast of China between { N. gale.

CALIFORNIA AND THE "YELLOW  
PERIL."

## VIEWS OF A CALIFORNIAN.

At a session of the immigrant section of the annual conference of Charities and Correction held at Buffalo (N.Y.) last month, Mr. W. A. Gates, secretary of the State Board of Charities of California, declared that the Yellow Peril was more of a menace to-day than at any time in the past. "It is also gravely doubted," declared Gates, "if Japan is faithfully keeping the 'gentlemanly' agreement entered into with the United States regarding the restriction of the immigration of the coolie class. A similar agreement entered into with Great Britain in regard to British Columbia has been deliberately violated. Japan recognizes no coolie class."

Besides this, 800 Japanese and 5,000 Chinese illegally entered the country over the border of Mexico and Canada in the last year and a half. The slave trade in Oriental women, Gates said, was worse to-day than ever.

"Immigration from the Orient to this country is worked up by steamship lines and assisted by emigration agencies there organized. Conditions of living in Oriental countries are very much harder than in America. Centuries of toil and privation have trained the Oriental to the largest amount of work at the least cost of subsistence. American conditions of living are exploited in the Orient, and immigration to this country is worked up by the steamship lines and assisted by the emigration agencies there organized."

"When the Oriental arrives he must find work, and to get he will underbid all others. Even then it is the highest wage he ever earned. He gets employment, first in the lower fields of labour, works long hours and does fair work, so intrenching himself. Then he strikes to exclude all white men, after which higher wages are demanded, and he demands the management of the business. Japanese capital is now making investments, especially in the purchase of farm lands. If this continues in time he will crowd out the best farm hand, and the white population protests against driving out the white man from the farm, hitherto the natural field of the best American manhood."

MILLIONS SENT TO ORIENT.

The Oriental comes here, not for a home, but for gold. He has sent to the Orient over \$800,000,000 in the last thirty years. He brings with him centuries of superstition and prejudice. His moral standards are low; usually he has no family. According to the census of 1900, one out of eighteen of the Chinese of this country and one out of twenty-four of the Japanese are females. Of these women but few are virtuous. Most are prostitutes and some are slaves, bought and sold as chattels.

"The white man cannot build a home, care for a wife and children, perform the duties of an American citizen and compete for his daily bread with this witless, childless yellow man. The white and yellow races have now met on the Pacific, and the contest for supremacy has begun. What the results will be, we cannot tell. We are certain, however, that our duty lies in preserving those ideals of the Christian civilization which are the foundation stones of the Republic. To do this the Oriental immigrant must be denied admission to these shores."

## "CATS IS CATS."

## TALE OF A FILIPINO STATION-MASTER.

Commissioner Worcester, says a Manila contemporary, tells the following interesting story of the care of a station agent of the Manila Railroad Company for the interests of the company.

The Commissioner was on his way to Manila from his recent northern trip and was bringing with him a cat, a valuable pet which Mrs. Worcester greatly prized. It was safely packed in a spacious box and handed over to the station agent for the sum of 75 centavos. This all occurred on the eve of departure for Manila.

During that same night Mrs. Grimaldi added to her family circle bringing into the world four more of her species. Early the next morning the cries of the kittens attracted the attention of the station master, who promptly declared the bill of lading null and void and made out another with the additional charge of 75 centavos per head for each of the newcomers. Commissioner Worcester heard the amount to Manila and returned the feline family to Manila without further mishap.

## THE NATIVE PRESS OF SHANGHAI.

The Shanghai Municipal Gazette contains an important reference to "certain violent articles appearing in the native paper known as the *National Herald*, directed against the Sikh police and watchman." Allusion was made to these articles in the Police Report for May, and after consultation with the Council's legal adviser, the *National Herald* was warned that action would be taken on any repetition of the offence. A further article, however, has recently been published recommending Chinese to dismiss Indians in their employ and proposing punishment for those who do not comply within ten days. Taken in conjunction with these that have already appeared the article is said to be "clearly intended to antagonize native residents against this branch of the Police Force." In the opinion of the Council's legal adviser the articles are calculated to provoke a breach of the peace, and at his recommendation proceedings in the Mixed Court will be instituted against the newspaper.

## HONEYMOON IN THE AIR.

The New York Correspondent of the *Daily Telegraph* reports the first honeymoon in the sky. It came to a happy termination at Holbrook, fourteen miles from Boston-common. The young Massachusetts couple were Mr. and Mrs. Burnham, and they remained in mid-air from midnight till after dawn, some four hours.

They had a thrilling experience. When up 2,500 feet above Pittsfield the balloon began drifting northwards rapidly. The professional aeronaut, Mr. Van Sleet, who acted as pilot, consulted his altimeter to see if the balloon was rising or falling. The instrument was out of order, so he asked Mrs. Burnham if she had any tissue paper. She produced a book of powdered rice sheets, and the pilot tossed a couple of the leaves overboard and discovered that the aerial ship was moving on a level line.

Then the electric flashlight failed, and all three were left in total darkness. They sat on the floor, eating and drinking, and talking. With the advent of the approaching dawn they found that Boston Harbor lay directly ahead, so they let out the gas and safely descended, alighting gently on an apple tree in an orchard belonging to a small farmer named Gilkey. He was already up, and when he saw a lady climbing down his apple tree he exclaimed, "Land sakes! Where in blazes have you come from?" Ten minutes later he and his good wife entertained the visitors from cloudland to a second wedding breakfast. They voted their aerial honeymoon "too glorious for words."

## SEA POWER.

BRITISH DREADNOUGHTS ..... 8  
GERMAN DREADNOUGHTS ..... 10

An important speech on the Navy was delivered on the 18th ult. by Mr. McKenna, the First Lord of the Admiralty, at Middleton, Lancashire, in which he emphasized the necessity of making any sacrifice required to keep the command of the sea. He added, as showing the need for special effort, that whereas England has at present only eight Dreadnought battleships laid down, "a foreign Power" (Germany) has ten.

Mr. McKenna said that he would not venture to stand before a Lancashire audience except upon the ground that he believed that he had asked for—and would ask for—nothing except what was necessary as a reasonable security against attack. (Cheers.)

How were we to secure ourselves against possible foreign attacks? We had no other means but the maintenance of our superiority at sea. Our sea power could not primarily be an engine of attack. Behind our Navy we had no great Army for the invasion of a foreign country. Our superiority at sea was necessary to prevent us from being invaded by the other Powers which had got great Armies. Therefore, to avoid conquest, superiority at sea was essential for our national preservation.

We must make any sacrifice necessary to keep open the great highway of the sea. ("Hear, hear.") Some might regard it as an arrogant claim that we should assert our predominance at sea over other Powers. He did not so regard it. ("Hear, hear.")

The Government for three years endeavoured to lead in the reduction of armaments. Their efforts at reduction, however, were not followed by a reduction abroad, but by an increase, and the result was that we stood at eight large ships laid down, and a foreign Power stood at ten large ships laid down. The most sanguine could not fail to recognize that, for the present at any rate, our hopes of limiting naval programmes by arrangement had proved groundless.

We had consequently, if we were to execute our duty in securing our safety, to meet the circumstances of the necessary production of ships for the purpose.

We had rather spend our money on social reform than on armaments, but we have enough money still for both. We are not going to be stopped in our path alike of external safety and internal reform."

Mr. McKenna's statement shows, what has not hitherto been officially admitted, that the three German battleships of the present year's programme are—to the knowledge of the British Admiralty—now on the stocks. The programmes of the two countries, counting only ships actually laid down, are:

	England.	Germany.
1905	1	1
1906	1	2
1907	1	3
1908	1	3
1909	1	3
	8	10

Besides these England has four Invincibles built or building, and Germany three. The four British Dreadnoughts of this year's programme have not yet been laid down, and so were not included by Mr. McKenna.

## AIRSHIP FOR ENGLAND.

## VOYAGE FROM FRANCE TO AUSTRIA.

The greatest satisfaction is expressed on all sides at the announcement that there is a prospect of England possessing one of the largest and most powerful airships that has yet been constructed.

The statement is made by Mr. Arthur Du Cros, on behalf of the Parliamentary Aerial Defence Committee, who have been quietly engaged in negotiations for some time past. Mr. Du Cros says that the airship, which is being constructed in France, will make a trip to London before the end of the parliamentary session.

The *Evening News* understands that it will arrive in England during the month of August. It will accomplish a series of manoeuvres over London and elsewhere in order that the public may judge of its capabilities. Owing to the absence of a suitable garage in England, Mr. Du Cros says that the airship must return to France before trials can be carried out.

To meet this difficulty *The Daily Mail* has undertaken to provide a sum of £5,000 for the erection of a garage, and thus enable the public to witness extended trials.

## TO CARRY 25 PASSENGERS.

Following upon the recent trials carried out abroad before British military and naval experts—trials organised by the Parliamentary Aerial Committee—it has already been arranged (writes Mr. Du Cros to *The Daily Mail*) that before the conclusion of the parliamentary session an attempt will be made to sail from Paris to London a modern airship of approved type, the largest and most powerful of its kind that has yet been constructed.

This ship, which is now approaching completion, will be of 227.50 'cubit feet capacity, fitted with two propellers and driven by two motors, each of about 220 h.p.

Each propeller can be driven by either engine, or both propellers by one engine, with devices for reducing or reversing gear.

The balloon will carry twenty-five passengers and the speed will be between thirty and forty miles per hour. It can ascend over 6,000 ft. and is designed to carry supplies and petrol for nearly 700 miles.

An option for the purchase by the nation of this airship has been secured by the committee should it be considered desirable to effect such purchase.

## PATHETIC!

"Rings on her fingers" were part of the historical attire of a celebrated lady who rode a white horse, and "bells on her toes" completed it. Such a costume seems, as our American friends would put it, "the limit," both in exiguity and inconvenience. It does not, however, strike the average man as much more absurd than a fashion which, according to the *Daily Mail*, has been observed at evening gatherings at Ascot lately—that of having diamonds sewn upon one's ankles and insteps of ladies' stockings. The witliest of our latter-day dramatists once said—or made one of his *dramatis personae* say—that a very delicate dress was often a sign of despair. We should hate to be ungallant; but if that is true of an overgenerous bodice, what shall be said of this extravagant advertisement of the allurements of the foot? And where will this sort of thing end? When the lavish shoulder has called in vain, and the bediamonded ankle sparkled fruitlessly, what will the would-be star do? Perhaps a make-up artist and a few fireworks fired round the calf of the limb, and arranged to "go off" at the wearer's will, would create the desired effect. A sort of little Brock's Benefit of this kind would at any rate, add a tone to a jaded party and make its heroine quite thrillingly conspicuous.—*Pall Mall Gazette*.

THEIR SCALPS IN  
A DREADFUL STATE

Four Children Suffered a Year with Terrible Ringworm—Hair All Came Out in Patches Leaving Scalp Dry and Scaly—Grew Worse Under Various Treatments.

ALL CURED BY TWO  
SETS OF CUTICURA

"About eighteen months ago my four children had ringworm on the body and head. They were under the doctor's care over a long period without any satisfactory result; in fact they got worse. Then we tried several other so-called remedies without effect. At last the hair came off in patches and left the scalp dry and scaly. They were in a dreadful state. At last a friend persuaded me to try the Cuticura Remedies. I used the complete treatment. Cuticura Soap, Ointment and Resolvent. I had two lots of each and before I finished the second lot they were completely cured. Now they have beautiful heads of hair, soft and glossy. I still continue to use the Cuticura Remedies and I shall always recommend them to anyone who has a skin disease before I tried the Cuticura Remedies and I shall always recommend them to anyone who has a skin disease before I tried the Cuticura Remedies. Walker, 67, Oxford St., Longbrough, Leicester, Eng., Dec. 6, 1905."

For Faded  
Fretted  
Women

In the 32-page pamphlet, *Cuticura Ointment* can be found most valuable suggestions for women, especially mothers, for removing itching humors, rashes and inflammations; for sensitive, antiseptic cleansing of ulcerated, inflamed mucous surfaces and destruction of the cause of the disease by bringing about a normal condition of health, strength and beauty.

Cuticura Remedies are sold everywhere. The British Dispensary, Ltd., 27, Chancery Lane, London, W.C.2. Sole Agents for the Straits Settlements, Singapore, and F.M.S. The Anglo-Siam Dispensary, Ltd., 10, Raffles Place, Singapore. Sole Agents for the Malay Peninsula, the Federated Malay States, and the Dutch East Indies. The Anglo-Siam Dispensary, Ltd., 10, Raffles Place, Singapore.

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## CHILDREN AND MONEY.

## NOVEL WAY OF TEACHING BUSINESS HABITS.

The following is extracted from the correspondence columns of a London contemporary:—

Sir,—As a practical man I thank Mr. Charles Russell for initiating a discussion upon a subject of immense practical importance. The notion that children must be kept free—untainted, I believe, the word—is of a knowledge of the value and use of money is by far the most pernicious of the sentimentalities and affectations that are filling England with failures.

Every child that can talk, boy or girl, should be taught to take care of its money just as it is taught to take care of its health. It is in earliest childhood that habits, good or bad, are formed which later on become character. As a matter of fact, girls in most ranks of society do learn from their mothers to be careful with money, but it is deplorable that boys should be brought up without any such early training.

I flatter myself that my own son when he goes out into the world will not be unacquainted for the practical purposes of life. From babyhood I have taught him his responsibility towards money. He knows that he has to be diligent in making money, careful in spending it, and prudent in keeping it. He has kept his own accounts ever since he began to learn arithmetic. Every penny he has received since he was eight years of age is entered and accounted for in his own hardworking. Every penny he has received since he was ten years of age he has earned.

I give him no tips nor do I allow him to receive any from friends or relatives. But I find him opportunities of making money. Any small article I require to purchase I give him a commission to procure at a price.



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## NEW ADVERTISEMENTS

THE PROPRIETORS of the famous "DOCTORS SPECIAL WHISKY" require ACTIVE AGENTS for Hongkong. Every facility given for pushing the trade, and free sample bottles supplied. Direct. Apply by letter to—L. FINISH & Co., Ltd., Glasgow.

## TO LET.

THE CASTLE, Furnished or Unfurnished, for 1 Year from 1st August, 1909.

Apply to—

LINSTEAD DAVIS.

Hongkong, 15th July, 1909.

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of One Dollar (\$1) For Share for six months ending 30th June, 1909, will be payable on the 20th July, 1909, on which Date Dividend Warrants may be obtained at the Company's Office.

THE TRANSFER BOOKS of the Company will be CLOSED from the 17th to the 20th July, 1909, both days inclusive.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 16th July, 1909.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE IS HEREBY GIVEN that the WEI SANG COMPANY of No. 266, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 23rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARK:

The representation of two flying bears rampant facing each other with wings outstretched and with two tails each, the forelegs supporting a shield within which is depicted a monogram containing the letters "W.S.C." on the top of the shield device is a scroll containing the Chinese characters "雙飛熊" meaning "Two flying bear mark" and below the shield are the words "WEI SANG COMPANY" the whole of the mark is surrounded by an ornamental border containing flowers and fruits and is commonly known as the "Griffin" Brand, in the name of the said WEI SANG COMPANY who claim to be the Sole Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following Goods:

FLORIDA WATER and all kinds of perfumery and other toilet preparations, in Class 46.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDING, BARLOW & MORRELL, Solicitors for the Applicants,

10, Queen's Road Central.

THE TRADE MARKS ORDINANCE, 1898.

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The representation of a landscape depicting the side of a hill, a river, a cotton tree with cotton leaves and flowers on its branches, and a flag standing thereby with the words "KWONG HOONG FAT" and the Chinese characters "廣興發" meaning "Broad Prosperity" below the flag.

The representation of a Chinese vase or flower pot containing an orange tree with oranges and leaves attached to its branches and a Chinese Jade Charm lying behind the vase or flower pot. Above the said device are the words "KWONG HOONG FAT" and below which is a scroll containing the Chinese characters "如意吉祥" meaning "A jade and orange (fruit) auspicious according to your wishes." Below the mark are the words "Orange Brand".

In the name of the KWONG HOONG FAT firm who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants since the year 1907, in respect of FLOUR, in Class 42.

Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

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NOTICE IS HEREBY GIVEN that the KWONG HOONG FAT firm of No. 266, Des Vaux Road, Victoria, in the Colony of Hongkong, Merchants, have on the 23rd day of June, 1909, applied for the registration in Hongkong in the Register of Trade Marks of the following TRADE MARKS, viz.:

The representation of a landscape depicting the side of a hill, a river, a cotton tree with cotton leaves and flowers on its branches, and a flag standing thereby with the words "KWONG HOONG FAT" and the Chinese characters "廣興發" meaning "Broad Prosperity" below the flag.

The representation of a Chinese vase or flower pot containing an orange tree with oranges and leaves attached to its branches and a Chinese Jade Charm lying behind the vase or flower pot. Above the said device are the words "KWONG HOONG FAT" and below which is a scroll containing the Chinese characters "如意吉祥" meaning "A jade and orange (fruit) auspicious according to your wishes." Below the mark are the words "Orange Brand".

In the name of the KWONG HOONG FAT firm who claim to be the Sole Proprietors thereof.

The Trade Marks have been used by the Applicants since the year 1907, in respect of FLOUR, in Class 42.

Facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 10th day of July, 1909.

GOLDING, BARLOW & MORRELL, Solicitors for the Applicants,

10, Queen's Road Central.

THE TRADE MARKS ORDINANCE, 1898.

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## NEW ADVERTISEMENT

## NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SYRIA."

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their disposal in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 21st July, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 14th July, 1909.

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## INSURANCE

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907  
£18,114,624.

Authorized Capital	£3,000,000
Subscribed Capital	2,750,000
Paid-up Capital	687,500
IL Fire Funds	3,065,374

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents,  
Hongkong, 21st July, 1909. [508]

## AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m.  
With CHAMBER for 8 CARTRIDGES  
FIRING 8 SHOTS in 2 SECONDS.  
SHEWAN, TOMES & CO.,  
Hongkong, 6th March, 1907. [47]

## NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.  
SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to 558G. at 36, 37 and 38 per 100, SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection Invited.

WM. SCHMIDT & Co.  
Hongkong, 26th October, 1906. [623]

## HONGKONG ICE COMPANY, LIMITED.

IT IS HEREBY NOTIFIED that, on and after the 19th current, the Selling Price of ICE will be INCREASED to ONE CENT Per Pound.

JARDINE, MATHESON & Co., Ltd.,  
General Managers,  
Hongkong Ice Co., Ltd.,  
Hongkong, 13th July, 1909. [957]

## THE DAIRY FARM CO., LTD.

## SALTED AUSTRALIAN

## PIGS' TROTTERS.

96 CENTS A DOZEN. [563]

## FULL VALUE IN EVERY PURCHASE.

LADIES can find Extremely low prices and Good Values.  
Latest Style Stockings, in every variety and Pattern. Latest Out. Stainless Black Fast, non-poisonous.

HONGKONG & Co.,  
14, Queen's Road, Central,  
Hongkong, 10th July, 1909. [41]

## GRACA &amp; CO.

(Established 1896).  
No. 27 DES VOUX ROAD.  
Dealers in  
POSTAGE STAMPS  
AND  
VIEW POST CARDS.  
Just Received a Selection of  
SHEWAN, TOMES & CO.'s ILLUSTRATED  
POSTAGE STAMP ALBUMS  
of Latest Edition, from £1.75 to \$16 Each.  
Inspection Invited. [913]

DAVID CORSE & SON'S  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.  
1674

## SINGON &amp; CO.

IRON, STEEL, METAL and HARD-WARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Castings. General Storekeepers and Shipchangers. Nos. 35 & 37, Prince Loong Street, (2nd Street, west of Central Market) Telephone No. 515. [583]

## A LING &amp; CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [629]

## A TACK &amp; CO.

26, DES VOUX ROAD, CENTRAL.

DEALERS IN  
LADIES' & GENTS' BOOTS & SHOES,  
UMBRELLAS, &c., &c.  
Cameras fitted with  
"ZEISS," "GOETZ," "ROSS" & "ALDIS"  
Lenses.  
DEVELOPING AND PRINTING  
A SPECIALITY.  
Hongkong, 24th April, 1909. [37]

## INTIMATIONS

## TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations) concerned as named in Schedule A appended in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited, writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will (except at the express wish of the tenders to the contrary) be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are—  
BRITISH NORTH BORNEO—OPIMUM, SPIRIT, GAMBLING and PAWN BROKING, as follows:—

(a) In one concession for the whole State.

(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River.

(iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the other by the Northern Boundary of Province.

(iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South at Broershoek point.

(v) PROVINCE CLARKE—being the Territory between Batu-Batu and the Lawas Northern watershed.

The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangement it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY, at Sandakan, or of Messrs. GIBB, LIVINGSTON & Co., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Opium fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per taler	£ 2.40
" 100 "	240
" 500 "	1200
" 1000 "	2400
" 2000 "	4800
" 3000 "	7200
" 4000 "	9600
" 5000 "	12000
" 6000 "	14400
" 7000 "	16800
" 8000 "	19200
" 9000 "	21600
" 10000 "	24000

(h) The Opium Farmer is responsible for seeing that Opium is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and named above (g).

(i) The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Opium and Spirits.

(j) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Spirits prepared by them, and to any vessel containing Spirits for sale.

(k) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(l) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(m) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—  
SCHEDULE A  
The Opium Proclamation No. 16 of 1901 as amended by No. 7 of 1904.  
The Liquors Proclamation No. 17 of 1901.  
The Pawning Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.  
The Gambling Proclamation No. 8 of 1891.  
Hongkong, 3rd May, 1909. [695]

## THE CHINATOWN MURDER IN NEW YORK.

## THE VICTIM'S LOVE LETTERS.

The investigation of the mysterious strangling of Elsie Sigel, granddaughter of General Sigel, and the concealment of her body in a portmanteau in the room occupied by Leon Ling, a Chinaman, aroused immense interest throughout the country. The motive for the murder of the girl, who had taken up missionary labours in Chinatown against the wishes of her father, was jealousy, for letters written by the victim indicate that she was more or less in love or infatuated with another Chinaman, named Chu Gain, as well as with Ling.

Ling seems to have been seen with Miss Sigel on June 12th in Baltimore, and there is no evidence that she was alive in New York after that date. The portmanteau containing her remains was discovered in Ling's room at New York on Friday, June 18th. How it got there nobody appears to know.

Chu Gain, proprietor of the Port Arthur Restaurant on Mott-street, is under arrest. He and Ling were supposed to be friends, and letters in the former's possession show that Miss Sigel protested that he and not Ling, had won her heart. "My dear Chu Gain," one missive read, "don't worry about Leon. I hope you are enjoying and behaving yourself."

This Chu Gain was arrested as a material witness. The police are confident that the attentions of Chu Gain to Miss Sigel inspired Ling to slay his white sweetheart. Chu Gain asserts that he gave Ling considerably sums of money, apparently hoping that the natural Chinese cupid would result in Chu Gain getting Miss Sigel to himself. By the curious irony of events, Ling, the rival lover, seems to have used Chu Gain's money to make good his escape towards the Pacific slope.

A third Chinaman also figures in this case. His name is Chong Sing, and he was a sort of friendly agent between Chu Gain and Ling. It was Chong Sing who took £50 from Chu Gain to Ling a few days before the murder and the latter's flight. Chong Sing is missing also, and it is thought that he is with Ling. Both were former employees of Chu Gain.

I need not tell you, cables the correspondent of the London Telegraph, the extent to which the newspaper reporters have been put on their mettle. Journalistic crime experts have been turned loose in Chinatown, and are recounting thrilling tales of their heroic efforts to outdo the police in obtaining clues. One reporter discovered Mr. San Wing in a house in Bayard-street. San Wing is the Chinaman who wrote a letter to Leon Ling found in Washington on June 11, two days after Elsie Sigel's disappearance. A newspaper sleuth discovered San Wing probably before the detectives knew where Bayard-street was. As soon as the reporter began cross-examining San Wing regarding this undelivered letter, Wing asked him if he would like some crystalline flagger. Wing darted into the back-room of his lair, and while the reporter was subsequently helping himself to ginger the Chinaman put on his hat and dashed out of the door. The reporter chased him twice across the Bowery, and finally lost him, but ascertained that his real name was Chon Yung.

ALLEGED POLICE ERROR.

Two Chinamen who were thought to be Leon Ling and Chong Sing, or Chong Ching, who are "wanted" in connection with the murder of Elsie Sigel, have been arrested, the former at Schenectady, and the latter near Amsterdam, both in the State of New York, six hours' railway journey from New York City.

The Schenectady police, acting on a headquarters photograph and description of Leon Ling, apprehended a Chinaman, who indignantly said his name was Chu Hop, and that he was entirely innocent of the murder, but the man resembled Ling in every detail, and the chief of the local police telegraphed that he is sure the Oriental wanted is safely in his cell. "Chu Hop" admitted that he came to Schenectady eight days ago.

It is declared in Chinatown that Chu Hop is the real name of the suspect, and that Ling is still uncaught, but the police are apparently absolutely positive that they have made no mistake.

Almost at the same moment, Chong Sing, or Chong Ching, Ling's companion, was arrested at West Galway, on the outskirts of Amsterdam. He had been in that village for eight days, and although he refuses to talk, he answers every way to the description of the fugitive issued by the Police Commissioner Bingham.

The moment Chu Hop, a merchant in Mott-street, saw an evening paper announcing Chu Hop's arrest he telephoned to the police headquarters wanting to know why they had looked up his harmless and inoffensive brother, who had gone to Schenectady to work as a cook. Chu Hop sent a furious telegram to his well-to-do brother, telling him that he had been mistaken for Leon Ling, and that he was in Schenectady.

Chong Sing's arrest is confirmed. He says he knows nothing about Ling, and would not tell even if he did.

## BITTER EXPERIENCES OF WOMEN

Another correspondent cables:—  
Miss Elsie Sigel's name by a Chinese has stirred Americans considerably, and New York newspapers are reminding the public how many women missionary workers have had bitter experiences in the Chinese quarter. The Herald states that the correspondence between the girl and Leon, her supposed murderer, shows that while she was infatuated with him, she refused to marry him. Her mother had been engaged in similar mission work for fifteen years.

Many of the clergy are severely condemning women teachers in Chinese missions. One says: "If a list were compiled of the awful tragedies resulting from the system of women teaching Chinese it would appal the country. Something should be done to awaken the people to a realization of what the system means."

The more closely the circumstances surrounding the murder are inquired into the more unpleasant is the impression left on the mind. Mr. Sigel now states that his wife had mentioned to him the night before her daughter's disappearance—that she had gone presumably to visit relatives in Washington—that Ling had called at the house, but their daughter refused to see him. When she did so Ling started to her as he was leaving: "If you do not stop going with Chu Gain I will kill him, and I will do something else too."

This tallies with a note from Ling which the police found in Chu Gain's room, in which the individual was threatened with death by Ling if he did not cease his attentions to the girl.

The police continue to find in Ling's room letters from women couched in affectionate terms.

THE "ORIENTAL CONTAMINATION."

The fate of Elsie Sigel, the young American missionary girl, whose dead body was found in the room of her Chinese lover, a later despatch says, has already caused the Chinese Bowery Mission to close its doors, and it will undoubtedly

put an end to the practice of permitting unsophisticated American girls becoming teachers of adult Asiatics in mission schools. Moreover, it is having the effect of making the Eastern States understand and appreciate as they certainly declined to do two years ago, the attitude of California towards what the Pacific Slope called "Oriental contamination." There was danger of international trouble owing to the storm efforts made in San Francisco to protect white children from association with members of the yellow race, many of whom, as one writer points out to-day, "practice vice as a pastime, lying as an accomplishment, and excess as daily routine."

The Pacific Coast point of view is now more generally realised in the light of the disclosures surrounding the latest Chinatown tragedy. The following interesting telegram from Pittsburgh to-day shows the extent of the public feeling that has been aroused:—

"Owing to three attacks here, the local representatives of the Hip Sing Tong Society met and decreed that for the present all Chinamen in Pittsburgh must wear Chinese costumes. Stirred by the persistent efforts of the detective bureau to find the slayers of Elsie Sigel, the citizens have become aroused, and to-day they attacked the Chinese students at the Carnegie Technical Schools. The frightened Chinamen, with a mob of 500 persons in wild pursuit, dashed into the Mercer Building, where they were rescued by the police."

As I cabled yesterday, the Schenectady police arrested the wrong man, although Leon Ling's room mate, Chong Sing, is caught, and the police expect to extract valuable information when they put him through the "Third Degree" tests. At least half a dozen suspected Lings are detained in different parts of the country. One was arrested on a West-bound Canadian Pacific train at Revelstoke, 500 miles east of Vancouver, and the detective who made the arrest telegraphed to say that he declines to talk and looks like Ling.

A CONFESION.

Late in the afternoon the District Attorney, Mr. Jerome, joined in the "Third Degree" exercises practised upon the terror-stricken Chong Sing. After an hour's cross-examination the man confessed, as stated, that he saw Leon Ling strangle Elsie Sigel after Ling and Chu Gain had fought over the girl.

CHINESE CO-OPERATING WITH THE POLICE.

One is glad to note the zeal with which the better type of Chinese in New York are co-operating with the authorities in their efforts to capture Ling. They have issued a manifesto, addressed: "To all right-minded Chinamen in New York—Chinese Christian people, represented in meeting assembled, call upon all their countrymen who have the good name of their race at heart to join the authorities in the endeavour to apprehend Leon Ling, the suspected murderer of Miss Elsie Sigel. A complete description of this man, who is of very bad reputation amongst our own people, can be had at any police station. The New York Chinese offer a reward of \$1,000 for his arrest."

The police released Chu Gain, one of Elsie Sigel's two lovers, who had been detained. The authorities are quite satisfied that there can be no charge against him. He seems to have been more afraid of being murdered by Leon Ling than the actual victim was.

The latest mail news is that dozens of Chinamen were being arrested hourly all over the country.

## THE REBUILDING OF SAN FRANCISCO.

## A COMING CELEBRATION.

We take the following from the San Francisco Chronicle:—

Ambassador Reid has presented a formal invitation to the British Government to be represented at the celebration of the rebuilding of the city of San Francisco, which will begin on the 19th of October next, and will be followed by a week of festivities. There is not the slightest doubt concerning the acceptance of the invitation. Several days will elapse before the British Cabinet acts on the matter, but it may be accepted as a foregone conclusion that when Washington interests itself and thus practically converts the celebration into a national affair. Great Britain will be pleased to participate. The rest is a matter of detail.

It goes without saying that other nations will share in the rejoicings. No one who has followed the comments of the world's press can have failed to notice the lively interest displayed by people all over the globe in San Francisco's rapid restoration. It is doubtful whether any achievement of modern times has succeeded in impressing the imagination of mankind as profoundly as the rebuilding of a great city in the incredibly short period we have taken to accomplish that result. Accompanied as were to the measureably slow processes which result in the creation of cities, the rapidity with which San Francisco has erected a new city more beautiful and substantial than that destroyed is regarded as almost magical, and therefore worthy of the tribute of international admiration.

Running through all the comments on our restoration may be perceived a recognition of the fact that the rest of the world does not regard the energy displayed by San Francisco as a local phenomenon. Due credit is given to us for our resourcefulness, but there is no question that the majority of thoughtful observers consider it as a manifestation of the spirit of the age, and especially of the American people. They see in it a marked contrast to the attitude of the past toward disaster. In days of old, when great afflictions visited peoples, circumstances determined whether their ravages should be repaired; moderns insist on making the circumstances, and in this case San Francisco typifies the genius of modernity.

£25,000 FOR 50 DANCES.

Miss Maud Allan has been engaged for a series of performances in America at a fee of £25,000. The London correspondent of the New York Herald (Paris edition) states that the contract stipulates for fifty performances and guarantees £500 for each.

MARTIN'S  
APOL & STEEL  
PILLS

A French Remedy for all Irritations.  
Martin's Pills is the best, so that the first line of duty may be administered. These pills are used in the treatment of the following diseases: All Chronic and Acute Disorders of the Digestive System, including Indigestion, Flatulence, Constipation, and all other ailments of the bowels.

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## PREMIUM BONDS

WE are the largest Dealers in the world in these attractive bonds.

WHAT ARE THESE BONDS?  
They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £40 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.  
We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Installments ranging from 15s. to £20.

Write for Handbook, sent post free.  
MELVILLE, GILYN & Co., Bankers, 3, Rue de la Bourse, PARIS (France).

[693]

## Apollinaris

"THE QUEEN OF TABLE WATERS."

48 Quarts	.....	\$14.00
24 Quarts	.....	7.00
48 Pints	.....	11.50
100 Splits	.....	15.50

## CARLOWITZ &amp; CO.

Sole Agents,

No. 2, Connaught Road, Central.

[958-3]

## AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

## THORNE'S

## OLD VAT

PREPARED

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF CROCH AND HAS BEEN SOLD AS SUCH SINCE 1841

SCOTCH WHISKY.

SOLE AGENTS IN

HONG KONG, CHINA &amp; MANILA.

A. S. WATSON &amp; CO., LTD.

[954]

## BETTER THAN COPAIBA

## MATICO

GRIMAULT &amp; CO. CHEMISTS, PARIS

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of Acute and Chronic Discharge, The Gonorrhoea, white Caput, and all cases eruptive on the skin or prodigious nature.

MATICO INJECTION is used in recent MATICO CAPSULES in the chronic cases.

[955]

## CURE FOR ASTHMA

## GRIMAULT'S

## INDIAN CIGARETTES

For Asthmatic people who suffer from oppression in breathing, GRIMAULT'S INDIAN CIGARETTES are the best remedy.

GRIMAULT'S Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest.

GRIMAULT &amp; CO. PARIS

Sole by all Chemists.

[956]

## NOTICES TO CONSIGNEES

From EUROPE.

## THE H.A.L. Steamship

"ANDALUSIA"

Captain Block, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 12th July, 1909. [954]

## NOTICES TO CONSIGNEES

From SHANGHAI, YOKOHAMA, KOBE AND MANILA.







# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG, COLOMBO, PORT SAID and MANZANILLO	SIMLA Capt. C. D. Goldsmith, R.N.R.	5 P.M., 15th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	SYRIA Capt. D. C. Gregor, R.N.R.	About 15th July	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 22nd July	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 24th July	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 15th July, 1909.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 15th July, 4 P.M.
CHIEFOO and NEWCHANG	"NANCHANG"	On 17th July, 4 P.M.
NINGPO and SHANGHAI	"PAKHOI"	On 17th July, 4 P.M.
SHANGHAI	"LINAN"	On 18th July, Daylight
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY, with Transshipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 19th July, 4 P.M.
MANILA	"TEAN"	On 20th July, 3 P.M.
HOIHOW, PAKHOI and HAIPHONG	"SINGAN"	On 22nd July, 4 P.M.
SHANGHAI	"CHINHUA"	On 22nd July, 4 P.M.
SHANGHAI	"CHENAN"	On 25th July, Daylight
MANILA	"TAMING"	On 27th July, 3 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE

"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

FARE, INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

For Freight or Passage apply to—  
HONGKONG, 15th July, 1909

BUTTERFIELD & SWIRE,  
AGENTS.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

# CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 17th July, Noon.
RUEI	2540	R. W. Almond	Manila	On 24th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,  
GENERAL MANAGERS.

Hongkong, 12th June, 1909.

# DOUGLAS STEAMSHIP CO., LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS FOR SWATOW, AMOY and FOOCHOW.

"HAITAN" Capt. J. S. Roach { FRIDAY, 15th July, at 2 P.M.

A REDUCTION OF 20 PER CENT. ON FIRST CLASS FARES TO FOOCHOW WILL BE MADE DURING THE MONTHS OF JULY, AUGUST AND SEPTEMBER.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 14th July, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	FOR	LEAVING.
SHANGHAI via NINGPO	"CHEONGSANG"	Thursday, 15th July, Noon.
MANILA	"YUENSANG"	Friday, 16th July, 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 17th July, Noon.
SAIGON	"HOPSANG"	Saturday, 17th July, 4 P.M.
SINGAPORE, SAMARANG and SOERABAYA	"ONSANG"	Saturday, 17th July, 4 P.M.
TIENTSIN via WEIHAWEI and CHEFOO	"CHEONGSANG"	Tuesday, 20th July, 4 P.M.
SANDAKAN	"MAUSANG"	Thursday, 22nd July, Noon.
MANILA	"LOONGSANG"	Friday, 23rd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"KUTSANG"	Friday, 30th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NANSANG"	Tuesday, 3rd Aug., Noon.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

† Taking Cargo on through Bills of Lading to Kndat, Lahad, Dava, Singapore, Tawau, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

Hongkong, 15th July, 1909.

# EAST ASIATIC CO., LD.

## COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

# RUSSIAN EAST ASIATIC CO., LD.,

## ST. PETERSBURG & VLADIVOSTOK.

# SWEDISH EAST ASIATIC CO., LD.

## GOTHENBURG.

## PROJECTED SAILINGS FROM HONGKONG.

### SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and ST. PETERSBURG	"SIAM"	About 25th July
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	About beg. of Aug.
MARSEILLES, HAVRE, COPENHAGEN and GOTENBURG	"YEDDO"	About Middle of Aug.

For Further Particulars apply to  
Hongkong, 14th July, 1909.MELCHERS & Co.,  
AGENTS.

# NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

### SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAWACHI MARU, Capt. H. Peterson, 6,500	6,500	WEDNESDAY, 21st July, at Daylight.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	SANUKI MARU, Capt. K. Homma, 6,500	6,500	WEDNESDAY, 4th Aug., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU, Capt. K. Sato, 7,000	7,000	TUESDAY, 20th July, at 4 P.M.
SHANGHAI, MOJI and KOBE	KAGA MARU, Capt. M. Hagino, 6,500	6,500	TUESDAY, 17th Aug., at 4 P.M.
KOBE and YOKOHAMA	YAWATA MARU, Capt. T. Sekine, 5,000	5,000	FRIDAY, 6th Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	FRIDAY, 3rd Sept., at Noon.
NAGASAKI, MOJI, KOBE and YOKOHAMA	BOMBAY MARU, Capt. W. A. Evans, 5,000	5,000	THURSDAY, 15th July, at Noon.
NAGASAKI, KOBE and YOKOHAMA	INABA MARU, Capt. R. Takada, 6,500	6,500	FRIDAY, 23rd July, at 5 P.M.
YOKOHAMA	CEYLON MARU, Capt. Fred. Pyne, 6,000	6,000	MONDAY, 26th July, at Noon.
	ATSUTA MARU, Capt. Wm. Thompson, 9,000	9,000	FRIDAY, 30th July, at 5 P.M.
	NIKKO MARU, Capt. M. Yagi, 6,000	6,000	WEDNESDAY, 4th Aug., at Noon.

† Fitted with New System of Wireless Telegraphy.

† Cargo only.

## EXTRA PASSENGER SERVICE NEW STEAMERS—

### EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP via SINGAPORE, COLOMBO, SUEZ and PORT SAID.

THE Co.'s Newly Built 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

KAMO MARU	(Capt. F. L. Sommer)	About Wed. 28th July.
MISHIMA MARU	(Capt. A. E. Moses)	About Wed. 25th Aug.
ATSUTA MARU	(Capt. Wm. Thompson)	About Wed. 22nd Sept.
MYASAKI MARU	(Capt. W. Bainbridge)	About Wed. 20th Oct.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND-THE-WORLD.

## CHEAPEST ROUND TRIPS

### BETWEEN HONGKONG AND JAPAN PORTS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

Option of rail between Calling Ports in Japan.

For further particulars apply to

T. KUSUMOTO,  
MANAGER.

Hongkong, 8th June, 1909.

# HAMBURG-AMERIKA LINIE

## HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports.

Also via Aden or Port Said by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, ROTTERDAM & HAMBURG:
S.S. SAKONIA	S.S. ISTRIA
S.S. DORTMUND	S.S. BRASILIA
S.S. SPEZIA	FOR HAVRE & HAMBURG:
S.S. C. FELD LAEISZ	FOR HAVRE, ROTTERDAM, BREMEN, & HAMBURG:
S.S. AMERICA	S.S. SEGOVIA
S.S. NICOMEDIA	FOR ANTWERP, ROTTERDAM & HAMBURG:
S.S. LIBERIA	S.S. SAMBIA
	FOR HAVRE & HAMBURG:
	S.S. SLAVONIA

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 15th July, 1909.

# THOS. COOK & SON,

## TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:

24, WATER STREET, YOKOHAMA.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons	LEAVES.
TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, SHIMIZU and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 31st July.
	"SEATTLE MARU"	6,178	SATURDAY, 28th August.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasures and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

Taking Cargo on through Bills of Lading to all Yangtze River and North China Ports, by the steamers to Shanghai.

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW, ANPING and AMOY	"DAIGI MARU"	SUNDAY, 18th July, at 10 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHOW	"SOSHU MARU"	WEDNESDAY, 21st July, at 10 A.M.
	"BUJUN MARU"	THURSDAY, 22nd July, at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,  
MANAGER.

## SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

SS. AMERICA MARU	6000 tons gross	Sail Aug. 30th, at Noon.
SS. HONGKONG MARU	6000 "	" Oct. 25th, at Noon.
SS. MANSU MARU	500 "	" Dec. 10th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 29th June, 1909.

## VESSLS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on Through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship

"JAPAN,"

Captain J. G. Olfert, will be despatched for the above Ports on SATURDAY, the 17th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON &amp; Co., Ltd., Agents.

Hongkong, 14th July, 1909.

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## EASTERN AND AUSTRALIAN STEAM

### SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Tiroh, Port Darwin and QUEENSLAND Ports, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, 21st July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 6th June, 1909.

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## THE PENINSULAR AND ORIENTAL

### STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL,

AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DELTA,"

Captain B. W. H. Snow, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 24th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA" due in London on the 5th September, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 12th July, 1909.

# MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length



